

FLYING EAGLES

FLYING EAGLES

May 11, 2006

HAPPENINGS

**Group I
Commander's Call
5/13**

**Resaca Civil War
Re-enactment
5/19-21**

**GA Wing
Encampment
6/17-24**

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COMMANDER'S CORNER

With Capt. Don Colson

As the incoming Squadron Commander, I thought it would be appropriate to give everyone a little bit of my background. I am a graduate of Auburn University where I was a Navy ROTC midshipman. While at Auburn, I was a member of the Navy drill team and later joined the "Pershing Rifles" military fraternity and drill team. I was commissioned as a second Lieutenant in the United States Marine Corps Reserve and spent the next six years on active duty. Among my duty assignments were Engineer Platoon Commander, Engineer Equipment Platoon Commander and Bridge Company Commander. I am currently a Sales Development Manager for New York Life in the Greater Atlanta General Office where I train new agents how to best serve the needs of their clients.

In the short two years I have been a member of the Civil Air Patrol, I have learned a great deal about our missions for America that give me a deep feeling of pride. I am proud to be a part of an organization dedicated to helping others in their time of need.



From left to right, Major Geiger, 1Lt. Mor, Major Calvanelli, Capt. Colson, C/SrA Colson, and Mrs. Diane Colson at the 2006 GA Wing Conference.

As I write this message, we are launching a team to locate an ELT signal. Hopefully it will not be a crash, but we are able and willing to stand up and say "here I am, send me".

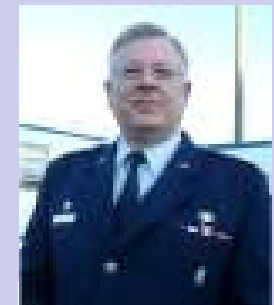
I am proud of the work that we do in the Cadet Program that helps these fine young people develop as good citizens and future leaders of our community, state and nation.

To the Staff and all of the Senior Members who so generously give your time, I say thank you. To Major Calvanelli who has led this Squadron to this point where we are able to respond when the call for help is received, I say, well done.

It is my hope that we will continue to grow both in size and professionalism in the years to come so that the Bartow-Etowah Squadron will be recognized as the jewel of the Georgia Wing that I know we can and should be.

It is the ability to work together as a team that has brought us to where we are and will continue to move us forward in the future.

My vision is to grow
in size and
Professionalism.



Squadron Commander
Capt. Don Colson



Strength of the Nation
by Dr. Ilana Mor

**BARTOW-ETOWAH
SQUADRON**

<http://gawg.cap.gov/GA129/>



1

Change of Command Ceremony Thursday, April 27, 2006

At opening formation on Thursday, April 27th, command of the Bartow-Etawah Composite Squadron was passed from Major Tom Calvanelli to Captain Don Colson. In the formal ceremony, Major Calvanelli verbally relinquished his command and then handed the Squadron Guidon, a symbol of his authority, to Major Tonya Boylan, Group I Commander. (1) In a gesture of respect, Major Calvanelli removed the Commander's pin from his jacket and pinned it on Captain Colson. (2)

Major Boylan acknowledged Major Calvanelli's relinquishment of command, accepted the guidon and then turned to Captain Colson who verbally accepted the position as the new Squadron Commander. The guidon was then passed to the new Commander. (3)

To conclude the ceremony, the Squadron guidon was then passed to C/SMSGT Jonathon Posada, the Cadet Commander, who was the appointed guidon bearer for the ceremony. (4)



2



4



3



Daughters Kathryn and Amanda together with his wife Diane joined in the festivities to honor Captain Don Colson, the new Squadron Commander.

AMERICAN HEROES AIR SHOW

May 6th



COMING IN FOR A LANDING



Cadet Field Marshalls Blake Collins, Corey Collins, Dwayne Collins, Zane Collins, Amanda Nestor, Mark Leverett, & 2Lt Dave Maney, Leadership/Activities Officer



FIRE MARSHALLS DOWSING A FIRE



2Lt Phil Boylan, Rome DCC is manning a post for Crowd Control, one of the functions performed by CAP Cadets and Senior Members at the show.



C/SSgt Zane Collins (above) is landing one of the *birds*, another function performed by CAP Cadets and Senior Members.

CAP Mourns Col. Scott Crossfield

April 20, 2006

From Dr. Paige Joyner, Capt., CAP Director of Public Affairs, GAWG

Thursday was a sad day for Aviation. The body of Col. Albert Scott Crossfield, CAP was located amidst the wreckage of his Cessna 210A, N6579X in a remote area of Gordon County, Georgia near the Pickens County line. The aircraft disappeared from radar late Wednesday morning while on an instrument flight plan from Prattville, AL (1A9) to Manassas, VA, (HEF). The identity of the pilot was withheld at the request of the family prior to discovery of the crash.

The site was located around 12:15 EDT by a CAP flight crew who spotted the door of the aircraft. The CAP flight requested the aid of a Georgia State Patrol Helicopter to help confirm the crash site from the air. CAP flight then led CAP ground teams, local EMA ground teams and local public safety agency officials to the site. It was then confirmed that one soul was on board and that it was indeed Col. Scott Crossfield. The family was notified immediately upon confirmation. CAP offered for the family to review the contents of the press release prior to a news conference. After receiving authorization from the family, a news conference was held at the Ranger Community Center, Ranger, GA around 13:30 EDT to confirm the findings. The Gordon County EMA director, Courtney Taylor and the Gordon County Fire Chief, David Hawkins participated in the news conference with Capt. Paige Joyner, Director of Public Affairs for GAWG, and the Mission Information Officer for the mission.

The media asked CAP what it was like to search for one of your own? They were surprised to discover that the identity of the pilot was not released, even to the searchers, until the family had been notified and given the chance to authorize the release of his name.

GEMA (Georgia Emergency Management), the Georgia State Patrol, as well as Gordon County, Pickens County, Gilmer County Public Safety and EMA Agencies assisted in the search. The incident commander was Lt. Col. Joe Knight, III.

Crossfield, 84, was born in Berkeley, Calif. on Oct. 2, 1921, Crossfield was a colonel in the Civil Air Patrol having joined in December, 1988. He was a strong supporter of the Civil Air Patrol and, in particular, CAP's aerospace education program. He created the A. Scott Crossfield Aerospace Education Teacher of the Year Award to recognize and reward teachers for outstanding accomplishments in aerospace education and for their dedication to the students they teach.

The Scott Crossfield Award for Senior Members is CAP's highest award in Aerospace Education.

At his 80th birthday, in 2001, Crossfield was still flying 200 hours per year as a private pilot/instrument rating. He was a fighter gunnery instructor in the U.S. Navy during WWII. In 1950, he joined NASA's predecessor, the National Advisory Committee for Aeronautics, and was a research pilot for the next five years at the High Speed Flight Research Station at Edwards, Calif.

Crossfield was the test pilot for numerous research aircraft, including the X-1, X-4, X-5, XF-92, the D-558-I and D-558-II while at Edwards. It is possible that no other test pilot in aviation history has test flown as many aircraft that are now displayed in flight museums. The Smithsonian National Air and Space Museum's Milestones of Flight Gallery includes the #1 X-15 and the #2 Skyrocket. He also flew the #2 Bell X-1, the sister ship of the #1 ("Glamorous Glennis"), which also hangs in the same gallery. On Nov. 20, 1953, he set four speed records before becoming the first man to reach Mach 2 (twice the speed of sound) in the air-launched, rocket-propelled D-558-2.

Crossfield capped his distinguished test pilot career as the NASA program manager and first project pilot on the X-15 rocket powered research aircraft, taking the aircraft to the fringes of outer space. Among his countless honors, Crossfield received the Lawrence Sperry Award, Octave Chanute Award, Iven C. Kincheloe Award, Harmon International Trophy and the Collier Trophy. He was inducted into the National Aviation Hall of Fame (1983), the International Space Hall of Fame (1988) and the Aerospace Walk of Honor (1990).

For a wonderful and detailed description of Col. Crossfield's career: Please see: <http://www.aero-news.net/news/aerospace.cfm?ContentBlockID=bd026744-a86c-42e0-ae69-9ace738d3567&Dynamic=1>

I would like to personally thank those that participated and stood by this mission. The response was outstanding and the finding was something to have pride in.

Outstanding job by all!

FOR THE WING COMMANDER, Col. Heredia

Paige Joyner, Capt., CAP
Director of Public Affairs, GAWG

FINDING THE STILL DEBRIS SITE WITHIN 100 FEET OF THE INDICATED POSITION GIVEN BY CAP FLIGHT 159

By H.T. Collins, Ground Team Member

2. Operations

- a. Operation Summary: The Bartow-Etowah Squadron ES team was activated by the Wing Commander via the Ground Team Leader assigned to the Rome Squadron. TFO Phillip Boylan assumed command of the team and alerted the call phone tree.
- b. The team assembled at the Rome Airport. From this point, we headed towards the east checking air fields along the way. Checking in at every half hour, the IC changed our course after the first airport was checked. (Calhoun) We then received grid coordinates for a ground search which lead us into the woods near Ranger, GA. Our team, consisting of a communications section with ground line and two mobile units, redirected towards the new position. At this time, the second part of the team, Cpt Colson, could not be reached so he continued on his original mission of checking airports. We later make contact with Cpt Colson and asked him to stand by. He was at the Pickens County Airport at that time. The reminder of the team proceeded on foot to the position which was east of Ranger, GA. While in route, the CAP FLIGHT 159 indicated that a new location was to be searched. At or about 2145, we contacted CPT Colson and asked him to Stand Down & RTB for an AM mission. This new site was a few miles away. We hiked back down what is locally known as Black Knob Mountain. We arrived at the new location to discover a sub-division. After tracking through several areas, we then found what appeared to be a blown-up still (Photos Below). At this point we checked in indicating, after a search of the surrounding area, that this was in fact not the site and the mission should continue in the AM. At this point we RTB to get some rest, food, and refuel. The CAP FLIGHT 159 positioned us within 100 feet of this site. NICE WORK.
- c. The next morning we were reassembling with two new members to the team from Peach Tree City. They were to arrive at 1300 hrs to help us relieve the morning team already assumed to be tracking. This time, we were going to meet at the BE in Cartersville and pick up some new gear. At or about 1000 hours the Squadron Commander informed us that Cartersville was going to be the Air Base. The unit was open for business at that time. All trailers, radios, supply and TOC were manned and ready for business with additional CAP members driving into position to assist Air Base Cartersville.



**BARTOW-ETOWAH COMPOSITE
SQUADRON AT CARTERSVILLE
SELECTED
AS MISSION HEADQUARTERS**

- d. At or about 1100 hours, we received notice to stand down. At this time our team was at Cartersville, short of the two Peach Tree members. We officially stood down at 1200 hours after a shake-down and gear check.

STRENGTHS

- a. The Team managed to assemble and get on the road and check several points and airfields prior to RTB.
- b. Equipment was in very good working order. GPS, LAPTOPS and Radio functioned as expected. The team had more than enough equipment to complete the mission.
- c. Land Line functions was a very good idea and worked well. Checking into a land line station worked well.
- d. Communications with the IC was good.

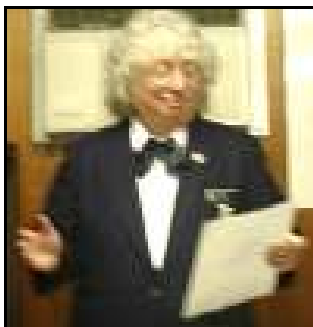
WEAKNESSES

- e. During the mission, we didn't know if we were tracking satellite hits or radar tape hits. This would have helped understand the position the IC was in by changing locations often.

Officers _4_ (Phillip Boylan, Ground Team Leader, Keith Walker, Hayden Collins, Don Colson)

Cadets _5_ (Rome: G Thomas Bartow: H Collins, C Collins, B Collins, Z Collins)





Tales From A Life Traveler

With Dr. Ilana Mor, Moral Leadership Officer

THE ESSENCE OF FEAR

What would life be like for you if you lost all your fears?

No more worries about...
 what others might think of you
 about having enough money
 about people telling you what to do
 about being "poplar"
 about the future

The scenarios are endless...ranging from fears in our everyday lives to greater fears involving terrorism, wars, destruction, and death.

What is Fear?

1. Fear is probably one of the most destructive causes of our suffering and stress.
2. Fear is so powerful that we usually feel helpless before it.
3. We don't realize that we are the source of fear's power, and we can take that power away from fear.

Much of our anger and resentments are rooted in fear.

For example, GREED most often begins with the FEAR OF NOT HAVING ENOUGH OR FEAR OF NOT BEING IMPORTANT.

Fear sometimes drives us to acquire political and military power, feeling that if we can dominate, we will be secure. Unfortunately, there is always the fear that someone or something will become more powerful and take away what we have acquired. There are many faces of fear, but the

most terrible is VIOLENCE which shows up in HOMELESSNESS, STREET VIOLENCE, THE HORRORS OF POLITICAL MURDERS, AND EVER-ERUPTING WARS.

Let us not forget terrorism. Terrorists operate in a culture of fear, intentionally using it to gain power and control.

Many of our fears are less dramatic, but not the less destructive.

1. Some people spend their entire lives fearful that they will not meet someone else's standards.
2. Even gossip has its roots in fear. If we can make others look small, and by so doing make ourselves look better, we compensate for the fear of being unimportant.

We usually don't like to think of ourselves as being fearful. We use softer words, such as 'worried' and 'anxious', which seem a little more acceptable.

BUT WORRY IS A FORM OF FEAR AND BEING ANXIOUS IS HOW WE FEEL WHEN WE SUCCUMB TO FEAR. YET THE ONLY THING WE ACCOMPLISH BY WORRYING IS MISERY FOR OURSELVES AND OTHERS.

How to Conquer Fear

Worry and fear aren't created by a lack of things, THEY ARE CREATED BY HOW WE THINK.

IT IS A HABIT OF YOUR MIND, AND IS ONE OF THE BIGGEST CAUSES OF DISEASE AND UNHAPPINESS.

Fear has become so much a part of our lives, that many people think that fear is a natural part of being human, a part of the "Fight or Flight Response. (face the threat "fight" or avoid the threat "flight")

There are people who live their lives without being afraid. They realize that fear is not a natural part of their being, but rather a product of the mind, a fantasy that grips and destroys, but a fantasy nonetheless. Through knowledge and practice, they conquer the mind's habit of creating fear. The greater one's understanding of this concept, the greater is the ability to face any situation without fear and to live life without worry.

At the 2006 GA Wing Conference,
 The Moral Leadership Award of the Year
 was presented to Dr. Mor by CAP Natl Commander
 General Pineda (L) and GAWG Commander Col Greene.



Nelson Rolihlahla Mandela was the first President of South Africa to be elected in fully-representative democratic elections. Before his presidency he was a prominent anti-apartheid activist who, while imprisoned for 27 years, was involved in the planning of underground armed resistance activities. The armed struggle was, for Mandela, a last resort; he remained steadfastly committed to non-violence. Through his 27-year imprisonment, much of it spent in a cell on Robben Island, Mandela became the most widely known persona in the struggle against South African apartheid.

Although the apartheid regime and nations sympathetic to it considered him and his organization, the ANC, to be terrorist, the armed struggle was an integral part of the overall campaign against apartheid. The switch in policy to that of reconciliation, which Mandela pursued upon his release in 1990, facilitated a peaceful transition to fully-representative democracy in South Africa.

Having received over a hundred awards over four decades, Mandela is currently a celebrated elder statesman who continues to voice his opinion on topical issues.

(Info from Wikipedia, the free Internet encyclopedia)

Well-known quotes from Nelson Mandela:

“I have learned that courage was not the absence of fear, but the triumph over it. The brave man is not he who does not feel afraid, but he who conquers that fear.”

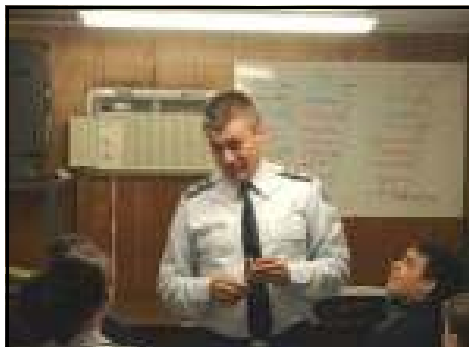
“As we are liberated from our own fear, our presence automatically liberates others.”

Nelson Mandela’s brave words and personal triumph over adversity serves as an example for us all.

“I Don’t Have A Mentality For Fear”

Capt. Hayden Collins, Field Operations Officer

The reason it is necessary to practice extensively is because when a challenge occurs, you are so well trained that you are able carry on and function at a high level no matter what happens. You become so competent that you are able to perform your duties no matter how intense a battle you are facing. There is no room for fear. You just do what you have to do.



Fear In My Everyday Life

C/TSgt John Williams, Cadet MLO

Fear is an emotion that most of us have dealt with in our lives. One time, in order to protect my brother, I had to face my own fears. The bully turned his anger against me when I interfered with his attack. Imagine his surprise when he slammed his fist on my head that the only damage done was to himself. He broke his hand on my head! The good part about the story is that not only did I face my fears and stop the bully, I did not have any pain on my head at all.



If You’ve Reached the Mountaintop, The Hills Are Nothing To Conquer

Major George Geiger

As a Med-Vac in Viet Nam, I had to deal with fear quite often. There wasn’t extra time to deal with emotions. I had a job to do, and I did it. One time, I had to stay alive and avoid capture behind enemy lines for several days. All I could do was to sleep during the day and move at night until I was found. I will admit that I was very frightened, but have since learned that once you have faced the worst scenario, everything else is manageable.



False
Evidence
Appearing
Real

CADET LEADERSHIP ENCAMPMENT APRIL 28TH—30TH

AFTER ACTION REVIEW by Dr. Ilana Mor, 1Lt, Bartow-Etowah Deputy Commander of Cadets

Once again the Rome and Bartow-Etowah Composite Squadrons had an opportunity to combine their resources and create an outstanding event. After the success of the October Intensive Cadet Training Encampment, both 1Lt Phil Boylan, the DCC from Rome, and I agreed to schedule “another one” in the Spring. Since the October Encampment was designed to cover all areas of the Cadet Program and we have multiple Field Training Exercises during the year which cover the Aerospace and Emergency Services portions of our program, we decided that the focus of the April 28—30 Encampment would be Leadership. It was also decided that this Encampment would be planned and executed by the Cadets, and although there would be Senior Member supervision, the overall intention was to permit the Cadets ample opportunity to develop their leadership skills and teamwork.

There were many planning meetings before the Encampment. Decisions to be made included who should fill the Encampment Staff positions, where should the Encampment be located, what should be included in the schedules, how should Cadets be transported from the Squadron to the Armory, how should food be arranged, how should guard duty be assigned, how should the Flight Competition be implemented, when should testing take place, how should Leadership Classes be conducted, and overall, how should the Encampment be planned so it would be fun-filled, safe, and a great learning experience for all.

Although at times it appeared that there would be problems with the scheduling, the on-the-spot decisions made by the Cadet Command Staff and carried out through a well-oiled Chain of Command, corrected any and all problems throughout the weekend. On Friday and Saturday evenings, Cadet Staff meetings were held to evaluate the day's events and to discuss plans for the following day. On Saturday evening, 2Lt Dave Maney, Bartow-Etowah Leadership and Activities Officer, told the Cadet Command Staff that there had been doubts if the Cadets could actually plan and execute such an extensive Encampment, and it was the intention that any errors made could be used for future learning lessons. This was not the case however. Much to everyone's surprise, the Cadets had far exceeded the expectations of all of the Senior Members.

JOB WELL DONE by the Cadet Command Staff and all of the Cadets. Many thanks to the Rome and Bartow-Etowah Senior Members involved in this Encampment, and to the GA National Guard Armory for allowing us to hold the Encampment on their facilities.



TEAMWORK EXERCISES

Led by Bravo Flt Commander Thomas from Rome and Deputy Commander Blake from Bartow-Etowah



THE CHAIN OF COMMAND
Led by Charlie Flt Cmdr Pearson

COMMUNICATIONS
Led by Alpha Flt Commander Abbott

CADET LEADERSHIP ENCAMPMENT APRIL 28TH—30TH



CADET ENCAMPMENT STAFF

Encampment Commander Posada

Deputy Commander Blake

1st Sgt Roberson

Comm Officer Maney

Alpha Flight

Commander Abbott

Flt Sgt Williams

Bravo Flight

Commander Thomas

Flt Sgt Lauder milk

Charlie Flight

Commander Pearson

Flt Sgt Nestor



Map Reading Class Before Simulated ES Missions



This Leadership Encampment was a great learning experience and was enjoyed by all. We worked on teamwork, time management, stress, Emergency Services, and Leadership with old and new friends.

Cadet Encampment Commander C/SMSgt Posada



Lane Training: Searching for A Missing Person



Vehicle Inspection Before Leaving on a Mission



FROM THE SUPPLY ROOM

With Major George Geiger

Well, it's close to school being out and for vacations to begin. Summer Camp is just around the corner.

ATTENTION ALL CADETS WHO ARE NOT GROUND TEAM QUALIFIED:

TURN IN ALL YOUR FIELD GEAR NOW!!!

I am thinking about letting you keep your Web Gear for Summer Camp. As soon as I get a load out for Summer Camp, I am sure it will include your WEB BELT, 'Y' SUSPENDERS, ONE CANTEEN AND A STORAGE POUCH, BUT EVERYTHING ELSE YOU MUST TURN IN!!!

- MAKE SURE WHAT YOU TURN IN IS CLEAN AND IN WORKING ORDER
- MAKE SURE YOU HAVE YOUR NAME TAG ON YOUR DUFFLE BAG AND YOUR FIELD PACK. They will be stored together.
- ALSO, IF YOU HAVE ANYTHING THAT NEEDS TO BE REPLENISHED OR REPLACED, FILL OUT A 3X5 CARD WITH THOSE ITEMS ON IT, AND ATTACH IT TO YOUR DUFFLE BAG SO WE CAN DO THAT BEFORE YOU HAVE TO HAVE YOUR GEAR OUT AGAIN.

The trailer expansion project is still at a stop and I have not heard of any news on the new trailer being moved into the complex anytime soon. So, there you go, same as before.

TO KEEP POSTED ON THE SUMMER CAMP FORMS COMING IN, CHECK THE GA WING'S WEBSITE DAILY FOR THE FORMS TO DOWNLOAD OR PRINT OUT.

At the ARMORY 4/29 with our friends from Rome



The coming of Summer means HOT trailers. Is there someone who lives close by who can come out and turn on the air on Wednesday afternoons? Then, the trailers will be bearable on Thursday.

OH, GOOD NEWS!!
WE HAVE A NEW PROVIDER OF DRINKING WATER FOR THE PT NIGHTS. I BRING THE DRINKING WATER TO THE MEETING THURSDAY NIGHT, BUT YOU MUST KEEP YOUR REFRIGERATOR STOCKED, OR YOU WILL DRINK IT HOT.

KEEP HYDRATED THIS SUMMER!!!!!!
DON'T BE LIKE ME! WHILE I WAS BUSY KEEPING EVERYONE ELSE SUPPLIED WITH WATER, I FORGOT TO HYDRATE MYSELF AND CRASHED!

WELL, THAT IS ALL FROM THE SUPPLY ROOM THIS MONTH.

*As you were...
Carry on...
I'll be in the area!
Major Geiger*



NUTS and BOLTS

With 2Lt David Maney
Leadership & Activities Officer



ATTITUDE CHECK *(continued)*

The way we wear our uniform reflects our attitude toward the Civil Air Patrol, our Squadron and ourselves. There is only one way to wear the CAP uniform – the right way. Let's look at the USAF-style Cadet Basic Uniform (Short sleeve Shirt/Blouse). The following is extrapolated from CAPM 39-1.

GRADE INSIGNIA: Cadet officers wear miniature size metal grade insignia on blue epaulet sleeve. Cadet NCOs and Airmen wear regular size metal chevrons on the right side of the collar.

CAP INSIGNIA: Cadet NCOs and airmen wear highly polished, metal device on the left side of collar. Cadets without grade wear this insignia on both sides of the collar.

CAP AVIATION BADGES and SPECIALTY INSIGNIA: Highly polished, worn ½ inch above ribbons or pocket, if ribbons are not worn on the male uniform. When no ribbons are worn on the female uniform the badge or insignia is worn centered and parallel with the nameplate.

RIBBONS Male Uniform: Worn centered and on (not over) top edge of left pocket. No more than three ribbons per row. Wear all ribbons or none.

RIBBONS Female Uniform: Worn centered on the left side between buttons and arm seam, even with or up to 1 ½ inch higher or lower than the first exposed button. No more than three ribbons per row. Bottom of ribbons must be even with bottom of nameplate. Wear all ribbons or none.

NAMEPLATE Male Uniform: Blue background, three lines, centered and rests on (not over) top edge of right pocket.

NAMEPLATE Female Uniform: Blue background, three lines, centered on right side even with or up to 1 ½ inch higher or lower than the first exposed button and parallel with ground.

CAP SPECIALTY BADGES Male Uniform: Worn centered vertically below the left and/or right pocket flap and centered left to right of the pocket. Only one specialty badge may be worn in each location.

CAP SPECIALTY BADGES Female Uniform: Worn centered ½ inch above ribbons and/or ½ inch above nameplate. Only one specialty badge may be worn in each location.

WING / REGION / NATIONAL SHOULDER PATCH: 1 August 2006 these patches must be removed. Prior to 1 August 2006 - Worn centered ½ inch below shoulder seam on left sleeve.

TIE TACK or BAR Male Uniform: Center tie tack or tie bar (silver metallic with CAP crest, Air Force coat of arms or Wing and Star) centered between bottom edge of knot and the tip of the tie, if a tie is worn. The tip of the tie will be no more than 1 ½ inch above or below the top of the belt buckle.

TAB Female Uniform: (Optional) Inverted-V tie tab with self-fastening tails or Velcro-attached tails.



MEDAL OF HONOR

By Lt Col Bill Jansson



The Medal of Honor is the highest award for valor in action against an enemy force which can be bestowed upon an individual serving in the Armed Services of the United States. Generally presented to its recipient by the President of the United States of America in the name of Congress, it is often call the *Congressional Medal of Honor*.

There have been 3,461 Medals awarded since 1863. Today there are 113 living Recipients of the Medal of Honor. 47% of the living Recipients earned their Medals more than 50 years ago while serving in WWII and Korea. There are 60 living recipients who performed actions in Vietnam. The most recent Medal of Honor given was awarded posthumously to the family of Sgt. 1st Class Paul R. Smith for his actions in Iraq in 2003, and he is the only one so honored for actions there.

In recognition of their achievements, each month we will highlight an individual Medal of Honor recipient so you can learn about their courage and sacrifice for the country.

WILD WEASEL DOG FIGHT Over North Vietnam, 1967

Leo K. Thorsness

Major, U.S. Air Force 357th Tactical Fighter Squadron

Leo Thorsness enlisted in the Air Force in 1952 at the age of nineteen, largely because he had a brother serving in Korea. Though he didn't make it to Korea himself, he stayed in the military, becoming an officer and a fighter pilot. In 1966, he went to Vietnam as part of a squadron of F-105s. The "*Wild Weasel*" was a specially modified two-seat F-105 and had the job of finding and destroying surface-to-air missile (SAM) sites. The *Weasels* were capable of lingering in target areas longer than other fighters, and as a result suffered a high loss ration; not many *Weasel* pilots completed their hundred-mission tours.

On April 19, 1967, Thorsness was on a mission deep into North Vietnam. He and his wingman took out an enemy SAM site with missiles, then destroyed a second site with bombs. In the second attack, the wingman radioed that his plane, hit by intense antiaircraft fire, was going down. "Turn toward the mountains, and I'll keep you in sight," Thorsness told him. As the pilot and his back-seater ejected from the damaged aircraft, Thorsness circled above to keep them in sight. Suddenly, he saw an enemy MiG-17 fighter setting up a gunnery pass on the parachutes. Although the *Weasel* was not designed for dogfights, Thorsness attacked the MiG and destroyed it with bursts from his gatling gun.

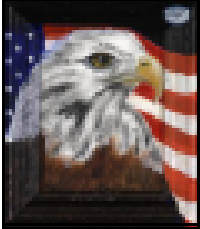
Dangerously low on fuel, Thorsness quickly air-refueled from a tanker and returned to the MiG-infested area to protect the downed crew from the North Vietnamese soldiers. When his rear-seat weapons officer spotted four more MiGs in the area, he turned back to engage them. He hit another one (although he never got credit for the kill because his gun camera had run out of film) and drove the remaining enemy planes away.

Heading for Udorn Royal Thai Air Base, the closest airfield, Thorsness climbed to thirty-five thousand feet. Seventy miles from base, with his fuel tanks on empty, he pulled the throttle to idle, knowing he could glide two miles for each thousand feet he fell. Just as he was landing, the F-105's engine ran out of fuel and shut down.

Two weeks later, he was shot down over North Vietnam on his ninety-third mission. He bailed out, was captured, and wound up a prisoner of war in the "Hanoi Hilton," where he ran into the two F-105 crew members he had tried to rescue. After two years of unrelenting torture, he learned, through a secret "tap code" among the prisoners, that his name had been submitted for the Medal of Honor. (The officer in charge of writing Thorsness's citation had been shot down himself and brought to the same prison.)

When the war ended in 1973, Thorsness was released and sent home. He had knee injuries, sustained when he bailed out of his plane at six hundred knots, and back injuries as a result of torture. He received the Medal of Honor on October 15, 1973, from President Richard Nixon.

"We've been waiting for you for six years", Nixon told him. "Welcome home".



CONGRATULATIONS, JOHN WILLIAMS

Eagle Scout

By Dr. Ilana Mor

On Saturday, May 6th, C/TSgt John Williams, Alpha Flt Sgt, was honored as a recipient of the *Boy Scouts of America* Eagle Scout metal. On his trail to Eagle, he has passed through the levels of *Scout, Tenderfoot, Second and First Class, Star, and Life*. He has served as the Senior Patrol Leader, Den Chief, and Troop Guide and has accumulated thirty-three Merit Badges on his Scout Trek.

For his Eagle Scout Project, John envisioned a step toward peace in a war-torn area. He spearheaded a collection drive of thousands of toys which were shipped to Iraqi children.

Only 2% of the boys who join the *Boy Scouts of America* ever reach the rank of Eagle Scout. It is a rare honor that is bestowed upon a young man who has not only demonstrates his aptitude through the accumulation of Merit Badges, but who also displays exemplary leadership abilities and high moral character.

John is an outstanding example of an Eagle Scout, a person of great abilities and high moral standards. He is a glimmer of hope in a world that is so often filled with negativity.



STANDING BETWEEN HIS PROUD PARENTS, JOHN VOWS TO UPHOLD THE SCOUT OATH



RECEIVING THE EAGLE SCOUT METAL

METAL OF HONOR



JOHN, HIS BROTHER JOSHUA, AND FRIEND WILL JANSSON ARE FELLOW SCOUTS (TROOP 15, CARTERSVILLE) AND BARTOW-ETOWAH COMPOSITE SQUADRON.CADETS.

CADET CAPERS

BARTOW-ETOWAH CADETS ARE



THE CADET OATH

"I pledge that I will serve faithfully in the Civil Air Patrol Cadet program, and that I will attend meetings regularly, participate actively in unit activities, obey my officers, wear my uniform properly, and advance my education and training rapidly to prepare myself to be of service to my community, state, and nation."

INTEGRITY...VOLUNTEER SERVICE...EXCELLENCE...RESPECT

CADET ELEMENT COMPETITION SCORES for May 2006

ALPHA FLIGHT

A-1 65 A-2 53 A-3 75

BRAVO FLIGHT

B-1 94 B-2 46 B-3 31

Congratulations!!!

Bravo Flight, Element 1

Cadets Zane Collins (Element Leader)

Dwayne Collins, Anthony Davis, and Joshua Williams

MARK YOUR CALENDARS

2nd Thursday of every month
@ 1800 sharp
Cadet Command Meeting
in the Cadet Trailer

Congratulations On Your Promotions!

C/TSgt Dwayne Collins
C/TSgt Matt Mathias
C/SSgt Zane Collins
C/SrA Amanda Nestor

Congratulations on Passing Your Currys
Cadets Ben Nettles & Daniel Vaughn

Welcome To Our Newest Cadet
Jacob Ellefson

Take pride in our Squadron.

**Clean up after your own
mess!**

**Also, empty the trash cans
from all over the complex
every meeting night
before we close up.**

**SHAWN LONG'S ADDRESS
PV2 Long Shawn
C Co 1/222 Aviation Reg 15 T
Fort Eustis, VA 23604**

BLUE ANGELS AT DOBBINS

APRIL 28-30

By Lt. Mike Fouts

I was asked if I wanted to display my plane at the Blue Angels Air Show at Dobbins this past weekend. In doing this, I got an invitation to a private party held for the Blue Angel Pilots. It was a blast, Will Jones went with me and had a great time as well.



A VHF Net will be held on Thursday evenings beginning on 2-23-06, with the net starting at 20:30 hrs. local and ending at 20:45 hrs. local time on the ~PB~T frequency (Repeater 2).

This will be a weekly VHF Net and Bartow-Etowah Composite Squadron (GACAP 150) will be the net control station. All VHF stations able to transmit and receive this repeater should try to check in to this net weekly to test equipment and keep Communication skills sharp.

This net control station will usually be manned by Cadets, but always supervised by Senior Members. For Composite or Cadet Squadrons, this is a great opportunity to get Cadets interested in Communications.

Please try to check in and pass some traffic on this net weekly.

Talk to you on the net.

Civil Air Patrol, the official U.S. Air Force Auxiliary, is a nonprofit organization that performs 95 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center. Volunteers also perform homeland security, disaster relief and counterdrug missions at the request of federal, state and local agencies. The members play a leading role in Aerospace Education and serve as mentors to the 23,000 young people currently participating in CAP Cadet programs.

CAP has been performing missions for America
for more than 60 years.

TO SUBMIT AN ARTICLE FOR THE FLYING EAGLES NEWSLETTER:

1. GIVE A COPY OF THE ARTICLE TO DR.MOR.

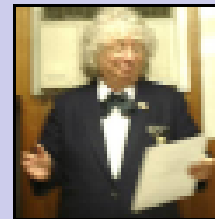
or

2. E-MAIL ARTICLE TO Ilana@Art4theHeart.net.

(If you e-mail the article, please confirm that the article was received.)



EDITOR-IN-CHIEF



Dr. Ilana Mor

CAP Senior Member-1Lt

**Deputy Commander of Cadets
Moral Leadership Officer
Public Affairs Officer**

**Interfaith Ordained Minister
Teacher, Spiritual Artist, Author
Life Coach**

Lessen Stress... Rediscover Choice...

Experience Empowerment



www.art4theheart.net

Original Artwork, Photography, and Writings by Dr. Ilana Mor
remain the property of the artist.